



News Letter

COMMANDER'S COMMENTS

Whew, well I don't know about you, but I'm glad I made it through Thanksgiving. It seemed like it was an excess of everything, turkey, potatoes, pie and pastry. The one thing that there is never too much of at the holiday time, or any other time for that matter is fellowship.

Those of you that know me know that I'm at a slight disadvantage as my entire family lives in other parts of the nation, 2 nieces in the Chicago area, a nephew in the Atlanta area, a sister and a niece in Dallas. My mom, other sister and brother as well as a niece and nephew are in the Cleveland area. I'm the only one of my family in the Kansas City area.

I am blessed however, I don't have to spend my holidays home alone, I have many very special friends that I consider to be part of my extended family that invite me to spend time with them, not only during the holidays but other times as well. I enjoy the companionship they offer me, I can only hope that they enjoy the time they spend with me just as much as I do with them.

I'm also involved with two very special organizations, the Civil Air Patrol and the American Red Cross. Each organization is made up of a very special group of people; people that are willing to give of themselves for the benefit of others. I feel honored to be surrounded by such wonderful and special people. To each of you, I offer my sincerest wishes for a safe and happy holiday season with those whom you love.

Let's not forget those who are not with us during this holiday season. Capt. McPeak, who is overseas, and those members of the squadron who have gone before us who are soaring on silent wings.

I'm looking forward to 2006, with hope and anticipation; hope for a safe return of our soldiers serving overseas and that our great nation will be out of harms way; anticipation of what the new year will bring for you, and all my other friends as well as myself.

I will leave you with these final thoughts, I'm looking forward to seeing you at the Squadron Christmas Party,

and seeing each of you next year, finally I give you my sincere wish for a safe holiday season and a prosperous new year.

David E. Deucher, Captain, CAP

Shawnee Mission Composite Squadron Commander



CITIZEN SOLDIER

(Editors Note: This section of the newsletter has been set aside to keep the membership updated on Captain McPeak while he's overseas. It will be written using the email information people receive from him. It will be presented in a journal format)



Capt. McPeak in Bagram, Afghanistan

02-Nov-2005

I received the newsletter & a CAP history email a couple days after the meeting that I attended. I have not received anything lately. We are living in tents with cots inside. They have shower tents that have hot water most of the time. I usually shower late in the evening and have always had at least a warm shower, usually as hot as I want it.

About half of us are in Pak already. The rest are waiting to get there. I am still in Bagram.

06-Nov-2005

It sounds like it was an interesting and fun filled meeting. I wish I could have been there. I am currently in Bagram, Afghanistan. We launched 3 more birds to Pakistan this morning.

In case you were wondering, we received a mission change the second day at our mobilization site (Ft Sill, OK). Our new mission is to provide humanitarian support for the earthquake survivors.

They rapidly deployed us out of Ft Sill. We were shipped out in 7 days instead of the 4 months they

had planned for us to train-up. We went through Rota, Spain. There we switched from C-5 to C-17 aircraft and continued on.

The best part is they say our "boots on the ground" starts when 51% of our unit showed up in Afghanistan. So if that holds true, our 365 days in country started on Oct 22, 2005.

07-Nov-2005

(Editors Note: On 07-Nov I asked Bart to send a picture, the one in this article. Here are his comments that go with the picture)

The sun was bright ... I could barely keep my eyes open ... I will try and get another one to send you, but if not use this one

12-Nov-2005

I'm in Pakistan. They have tents set up inside a big hanger for us to sleep in. I will describe it in more detail later.

21-Nov-2005

Greetings from Qasim, Pakistan.

There are 8 computers set up in a little trailer so that soldiers can use the internet. It is open 24 hours a day and there is normally a line. I have never had to wait very long but I only jump in line if there are less than 5 waiting. There is a 30 minute time limit.

Someone is assigned to monitor your time on the computer and lets you know when you are out of time. To save time, I am writing this on my computer and plan to take a thumb drive when I go to do my emailing so I can transfer this letter and mass email it.

The Air Force flew our unit to Bagram, Afghanistan. We flew in a C-5 to Rota, Spain and in a C-17 the rest of the way. In Bagram we put our Chinooks back together and flew them to Qasim, Pakistan. I was in the last quarter of our unit to arrive in Pakistan. I arrived on Veteran's Day. I did not fly one of our Chinooks over from Bagram, Afghanistan.

I flew in one and rode in the jump seat so I had a good view seating between two of the unit pilots. We had an Apache Attack helicopter and a Blackhawk escort to the border of Afghanistan and Pakistan. We received clearance to cross the border

CITIZEN SOLDIER CONTINUED

and we flew to Qasim as a flight of two Chinooks, the eighth and ninth from our unit to arrive to support the earthquake relief efforts in Pakistan.

Our living conditions here in Qasim are better in some ways than in Bagram. We are all living in a new very large aircraft hanger on the Qasim airport. It is a military airport for the Pakistani Army. Tents have been put up inside the hanger in rows. There are 20 people living in each tent. There are 10 metal-frame bunk beds. The bunk beds each have a two inch foam mattress on top of plywood. It is a lot more comfortable than sleeping on a cot. We have all our stuff in the tent also and yes it is a bit crowded. Some guys have constructed shelves or end tables to help organize their stuff better.

The food is no where near the quality we were receiving in Bagram. We do receive three hot meals a day, but it not very good and we are fed the same thing every day. We could be eating MREs every day so I guess I should not complain. Breakfast consists of scrambled eggs, hot dogs, baked beans (there are British soldiers here and I guess that is common for them), doughnuts, cereal, juice and bad coffee. Both lunch and dinner have fresh cut up tomatoes and cucumbers ... every day.

For lunch we have French fries and rice everyday and some kind of meat. For dinner we have rice, yellow stuff that most guys put over the rice for a little flavor, chicken or beef cut up, turnips cut up in squares that almost look like potatoes but do not taste the same as potatoes. The vegetable dish is carrots and cabbage mix. The carrots have a very dark orange color but do taste like carrots. There is usually a desert with dinner but most of the time it is not something that anyone likes. One last comment about the food ... curry is used in preparing everything.

There are a few rules here that are different than most Army posts or deployment sites. We do not wear headgear and there is a no saluting policy. After a few days in Bagram, your right arm receives a work out by saluting a few hundred times a day. We are also restricted to a relatively small area. The area consists of basically the hanger we are living in, the flight line where the aircraft are and the space in

between them. There is a taxi way where we have aircraft lined up for parking that is the place those who want to run do so.

We have flights every day to the north to deliver the much needed food and supplies to those affected by the earthquake on October 8th.

Those of you wishing to contact Capt. McPeak directly can reach him at this email address :
Barton.McPeak@us.army.mil

FINANCE UPDATE

The unit finance committee met after the senior meeting held the 18th of October. The main subject of the meeting was about the unit dues for the calendar year of 2006. After the input of each member of the committee, it was decided that the annual dues for senior members for 2006 would be \$50. There will be only one payment and it will be due the 1st of January 2006 and delinquent the 31st of January 2006. This decision was approved by the Kansas Wing commander.

Captain Deucher and LtCol. Summerskill attended the required finance meeting held in Salina, Kansas at the Kansas Wing headquarters the 5th of November. During the meeting, it was explained to us that National Headquarters now requires that all units below wing level to use Quicken 2006 software to track all financial transactions.

First, Capt. June Ferguson gave instructions on how to load the software on our computers. Most of the units represented have laptop computers issued by the Wing. We were then given instructions by Capt. Ferguson on how to use the software. She gave us the new categories to use when entering the information. The new system will be much easier to use and a better way to track financial transactions.

PERSONNEL UPDATE

Each member should contact the Personnel Officer and make time to review their personnel record when they are at a squadron meeting. Make sure that the information the squadron has on file for you is accurate and current.

Each member should have received and turned in and CAPF60 "Emergency Notification Information Form. In the event you didn't receive the form or lost it before you turned it in please see the Personnel Officer for another copy. Remember that when you are involved in CAP activities you should have a copy of this form on you person and on file with the activity administrator. This is for your protection and our information.

COMMUNICATIONS UPDATE

At the National Boards held in St. Louis Missouri this past August, it was decided that there needs to be additional emphasis on communications training. This resulted in a decision that each unit will have one communications related activity once a month.

If you have any suggestions on the items you'd like to see please contact the squadron communications officer,.

LTC. William Bowden will be presenting the Basic Communications Unit Training at the December 6th meeting; it will be new material for some members of the squadron, and a refresher for those that have had the training.

Here are some questions to think about;

Are you a "Ratchet Jaw"? Someone who takes too long to communicate a simple idea or comment? What is the correct format to communicate?

Are you a "CB'er"? Is use of "10" codes on the CAP radios permitted?

Do you know the proper "PRO-WORDS"? Is it correct to say ROGER WILCO? What does this term mean? Is it the same thing or something completely different?

These questions as well as many others will be answered at the communications training on December 6th .

TRANSPORTATION UPDATE

Each member should contact the Personnel Officer to request a KSWG form to get a CAP drivers license issued. While you may not see the need for one, there will come a time that having one may benefit you and the squadron. The process is simple. Fill out the form and submit it to the Unit Transportation Officer he will forward it to the Wing transportation Officer for their approval.

For those of you with CAP drivers licenses, have you checked to see if they are still valid or have expired?

We are currently looking to see if we can justify the need to keep the van currently assigned to the unit. Since we currently are not supporting a cadet program, the justification is difficult.

SAFETY UPDATE

The squadron met at Captain Thomas' home for the November 1 meeting and safety presentation. This location is also the home base for Roger Dodger Aviation, LLC and its dual-control projected-screen flight simulator. The simulator is called the Roger Dodger Aviation Training System (RDATS). The safety presentation was "The Impossible Turn" and detailed the dangers of attempting a 180 degree turn to the airport after an engine failure during climb out after takeoff. RDATS was used as a presentation tool and Captain Thomas demonstrated an engine failure after takeoff from the Gardner airport at 500 feet above the ground in a Cessna 172. Both scenarios were demonstrated....a forced landing strait ahead (the correct option), and "the impossible turn" back to the airport. The impossible turn proved to truly be impossible with the given airport, runway and environmental conditions.

Future Safety Presentations

As we march into winter, Captain Thomas will brief subjects like aircraft icing and night flying. He also has material on Ballistic Recovery Systems (BRS) and the unique danger they may present to CAP search and rescue team.

SUPPLY UPDATE

With our new location we're not in a position to maintain supplies where we meet. This makes it difficult having the supplies readily available. However, as the supply officer, I encourage the squadron to continue requesting items as they need them, remembering that it may take some time before they are delivered. The squadron Commander and I will be approaching the New Century Composite Squadron to determine if we can requisition supply items with them and possibly from them if they have an excess.

ADMINISTRATION UPDATE

NHQ is about to release a number of new regulations in the next few weeks regarding Supply and Communications that you should be aware of.

The new CAPR 67-1 should be ratified now and we're waiting for NHQ to make it official. The draft copy is on the capnhq.gov website. Some of the big changes are that most equipment transactions will be performed online with the CAPF37E being used more as a hand-receipt.

Supply officers will have to have regular computer access and basic knowledge of internet operations (how to go online and use CATS). Expect to see the new changes begin at least before the first of the year.

In Communications, there are _BIG_ changes coming down, with the deletion of CAPR100-1 volume 3 and replaced by CAPR100-3, Radiotelephone Operations.

Another regulation, CAPR100-4, will cover Communications safety and installation guidelines. Both draft documents are now available on the KSWGCommo Yahoo! Group. If you are not subscribed, let me know. All communicators and ES operators need to be reading CAPR 100-3 and be familiarizing themselves with the new changes.

In a nutshell, all net control procedures we know will change and some new prowords added to bring CAP in line with USAF and other procedures. Those of you with MARS operation are probably using much of these guidelines and won't be much new. We may press you into helping the rest of us assimilate.

INFORMATION TECHNOLOGY UPDATE

For those of you running WINDOWS based machines (and you know who you are), here is a Technical Tip for you. More and more of the information from CAP is being generated on one of several formats, ADOBE, WORD, EXCEL or POWERPOINT. For those of you that don't have these programs installed on you computer, here is a tip. For ADOBE, go to www.adobe.com look for the ICON that says GET ADOBE READER, it's usually on the left side of the web page. It's a free download, just follow the instructions to do the download and installation. It's that easy.

For the MICROSOFT products, you want to go to <http://office.microsoft.com/en-us/results.aspx?Scope=DC&Query=viewers> this will take you to a screen that lists all the viewers that are available. Then select the view you desire and follow the installation instructions.

I'd select the newest version, I suspect that it will handle the older versions of the files as well.

NEWSLETTER UPDATES

Each member can submit an article to the newsletter, the rules are that it needs to be related to some aspect of the Civil Air Patrol, it can be any reasonable length, and it needs to be submitted about a two weeks before publishing. At this time we are planning on publishing the newsletter on the first of each even numbered month. If you have any question regarding this please contact LTC. Summerskill or Capt. Deucher for further information.

MEMBERS REACHING OUT TO OTHERS

(Editors Note: This is a new section of the newsletter that will be provided from time to time. It's to let the members know what other members are doing for the community, this activity may be associated with a CAP activity, or it may not.

If there is nothing to report in this area, then we'll replace it with a meet the member profile or leave it out entirely.

I am looking forward to contributions to the newsletter by the membership.)

Over a span of 43 years I have volunteered for a number of things. While my boys were young, I volunteered to be on their Cub Scout board and as they aged, on their Boy Scout Troop board. In scouting I had the unwelcome job of calling all the fathers to ask them if they could provide transportation for scout activities. I became acquainted with a number of excuses for why they did not have the time to help out. Sad but true!

In 1970, I joined the Civil Air Patrol along with my son Mark. I worked with the Squadron Commander until his son graduated from high school. He then retired from CAP and I took over the squadron. I learned that the parents were happy to have their kids in CAP, but wanted no part of helping or joining the squadron. I was able to obtain the services of the father of one of the boys. His father was a Major in the Army Reserves and was an Army pilot. As you can imagine he was very helpful. In time, he also left the squadron and I questioned whether or not I wanted to continue on my own. I decided to see if our squadron could be incorporated with the Shawnee Mission Composite Squadron. Wing approved and the move was made. As you can see I am still hanging around.

While my children grew, I would work for the church, counting the offering for the services on Sunday and taking it to the bank drop box. I also volunteered for the Stewardship drive. Those of us who volunteered were asked to visit members homes on Stewardship Sunday and explain the budget and see if they would be kind enough to sign pledge cards. Some of the visits were very interesting.

While I was a member of Village Church, I started going to the Tuesday morning breakfast at

the church. I became acquainted with a group of men who built houses for the Kaw Valley Habitat for Humanity. They asked me if I would like to come along with them. I knew nothing of home construction, but I figured I could learn. During my stay with Habitat I helped build six houses in Kansas City, Kansas.

In 1997, my daughter told her husband that she and their two daughters were going to return to Kansas. He lost his job in southeastern Missouri and made little effort to obtain a job that would support the family. They came to live with us since my daughter was not employed. Prior to their moving in with us I had volunteered to work with fifth grade teachers in Valley Park grade school in the Blue Valley school system. My granddaughter started kindergarten in the same school, which was nice. I helped there for five years, until we moved to Prairie Village in May of 2001. My daughter and children preceded us to Prairie Village by a year. The oldest grandchild was enrolled in Prairie Elementary starting in the third grade.

I called on the principal and offered my services, citing my time with Valley Park. She called back and asked if I would again like to work with the fifth grade. It sounded good to me. I have been working there since. I now help in the library and the copy room as well as with the three fifth grade teachers three mornings a week.

My church, Village Presbyterian has a considerable number of outreach programs which are always looking for help. One of them, called the Computer Ministry, struck my fancy so I looked at what they were doing. They take computers from companies that offer them to the church when they replace their older computers with new updated models. The Computer group takes the computers and add memory, newer video/graphics cards and better sound cards then they split the hard disc drive and partition it into a C: and D: drive. Each drive is reformatted, which erases everything from the discs on each drive. With a new clean drive, Microsoft 98, Second Edition is installed on the D: drive and then on the C: drive. Also installed is a means to enter the internet and a free ware program that offers a word processor, spread sheet and other office management tools. The completed computers are offered to

**MEMBERS REACHING OUT TO OTHERS
CONTINUED**

churches in the inner city for use in school tutoring, and other projects in the church.

This brings me up to date on volunteering. I do belong to a model railroad club where I help build and operate a club system. In a way, I suppose that could be considered volunteering.

I offer this not to toot my own horn, but to show some ways to volunteer. I feel that, especially, since I am retired I should offer some of my free time to help others. I have enjoyed these experiences and have learned something along the way.

Sincerely offered,

W. J. Bowden, LTC, Civil Air Patrol

Calendar of Upcoming Events**December 2005**

3rd	Commanders Call & FRO Training
6th	Safety Meeting and Comm. Training
10th-11th	CLC @ Salina
12th	SUI - TBD
16th-18th	Mini SAREX @ Salina
20th	Annual Christmas Party
25th	Christmas Day
26th-31st	Cadet Encampment @ Salina

January 2006

3rd	Safety Meeting and Comm. Training
7th	Commanders Call
	Basic First Aid/BBP training
13th-15th	Mission Pilot training @ Topeka
17th	Aerospace Training and ES Training
20th-22nd	Ground Team Leader training @ Emporia
24th	SUI--Location TBA

February 2006

4th	Commanders Call
	MANDATORY Annual Safety Officers Training
	Cadet Special Activities Review Board
7th	Safety Meeting and Comm. training
10th-12th	Mission Pilot/Aircrew Training @ Topeka
13th	SUI--Location TBA
21st	Aerospace and TBA Training
24th-26th	2nd Qtr. Mini-SAREX @ Newton

March 2006

4th	Commanders Call
4th-5th	Advanced First Aid/CPR
7th	Safety Meeting and Comm Training
10th-12th	National Check Pilot School Course @ Salina
14th	SUI--Location TBA
18th-19th	HLS/Disaster Preparedness training-- Location TBA
21st	Aerospace and TBA Training
24th-26th	KSWG Flight Clinic (ground phase)